

REMARKS/ARGUMENTS

1. The applicant has canceled the new matter as required by the Office Action of 11/09/2004. Further, a continuation-in-part application has been mailed on 11/20/2004. In this context, the applicant is deeply thankful to the Office for the valuable guidance.

2. The applicant begs to humbly submit to the Office that the applicant at the time submitting his application in January 2001 had very few resources at his disposal to be abreast of the meticulous practices of the Office. However, in view of the points raised in the Office Action of 06/11/2004, the applicant respectfully wants to state two small issues: (a) there is no mention of an annular or toroidal motor in U.S. Pat. Nos. 4,163,567 and 4,192,395; and (b) the seats in both the patents cited here are fully fixed with no mention of their possible reorientation after manufacturing.

3. The applicant has replaced the word 'annular' with 'toroidal' to express the ringlike solid (annular solid) shape of the main drive motor of the vehicles of this disclosure to increase the technical accuracy of description. 'annular' in general means ringlike, but mathematically is closer to an **annulus** which is two-dimensional. Instead of using two words 'annular solid,' a single word 'toroidal' means the same and relates with a **torus**, which is mathematically a solid. In the claims, the word 'annulate' is used to describe the ringlike wheels, as the wheels are flatter compared to the main drive motor and look more two-dimensional than the main drive motor. The word 'annulate' found preference over 'annular,' as 'annulate' means 'having rings, ringlike structures, or ringlike characteristics,' while 'annular' means 'of or relating to a ring' (*Webster's Third New International Dictionary*).

4. In view of the hurried and unskilled drafting of the claims in the initial application in January 2001, and the subsequent inadvertent inclusion of new matter in the previous amendment (received by the Office on 09/01/2004), after canceling new matter, the applicant had to redraft the claims in this amendment to make them conform to the Office practice. However, all the claims pertain to the matter disclosed in January 2004. That is why, in spite, of a somewhat weak draft of the detailed description of the invention, it has not been changed much in this amendment, except for making some basic spelling and abbreviation-related

corrections. While writing, for instance, 'FIG.1,' the text is not highlighted (a current practice) to minimize interference with the original form of application.

5. The application stands corrected for spelling mistakes and omissions. The present amendment conforms to the "Revised Amendment Practice of the Office" to the best of the applicant's knowledge.

6. The abstract of the disclosure is amended and shortened to be limited to 150 words.

7. The title is shortened and is made specific to the matter of the specification, with new matter removed.

8. The numbering of the claims now stands corrected. The accompanying full listing of claims follow the listing proposed in the Office action of June 11, 2004.

9. All the prior claims have now been amended and relate fully to the disclosure made on January 12, 2001, to the best of the applicant's understanding. The applicant is thankful to the Office for the provision of reference literature in this context.

10. The applicant respectfully requests the Office to review the amended specification and claims presented here without any new matter, as directed by the Office on 11/09/2004.

11. In view of the earlier difficulties in reaching the applicant through fax, he now has a dedicated fax machine on his old telephone line, 91 11 27315628. For voice communication he has another number 91 11 52455056. Both the numbers are fixed-line numbers, and do not have any technical handshake problems.

MAILING DATE: 12/06/2004

Respectfully submitted,
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Attachments

Amendments to the drawings:

The attached 3 Nos. of sheets of drawings include changes in FIG.1 on sheet 1, in FIG.2 on sheet 2, and FIG.3 on sheet 3.

Changes in FIG.1 on sheet 1 are as follows:

1. Arrows at the end of lead lines are removed to conform to the drawing practice of the Office.
2. The portions of direct-drive motor M obstructing the sliding removal of batteries from battery enclosure BAT are shown as OBS. Boot hatch door BH, missing earlier, is noted.
3. Axis AA is shown clearly with a broken line as required.
4. On the right-hand side of FIG.1 bumper B erroneously shown as BP, now stands corrected.
5. Reference characters are shown in proper form, underlined when necessary.

Changes in FIG.2 on sheet 2 are as follows:

1. Arrows at the end of lead lines are removed to conform to the drawing practice of the Office.
2. Battery enclosure BAT and seat S are shown, in addition of FIG.1.
3. Wine-glass-like shape WG is indicated as required.
4. Reference characters are shown in proper form, underlined when necessary.

Changes in FIG.3 on sheet 3 are as follows:

1. Arrows at the end of lead lines are removed to conform to the drawing practice of the Office.
2. Originally indicated T.I.L. is now amended to TIL; niche HL is shown as mentioned in the detailed description of the invention.
3. RIDGES, WG, M, BAT, and S are added here too, in addition of FIG.1 and FIG.2.
4. Four new lines are drawn to correct a drawing mistake in original application. These new lines show the outer form of RIDGES at the bottom side of the vehicle. In addition to further correct the drawing mistake, RIDGES are shown now with broken lines, as they are actually hidden from view.
5. Reference characters are shown in proper form, underlined when necessary.

Attachment: 3 Nos. of Replacement Sheets